Service Bulletin S.B. 8–24–53, dated September 7, 1994.

(b) As of the effective date of this AD, no person shall install an Ametek/Weston battery temperature monitor, P/N 522487, on any airplane.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on February 14, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–4121 Filed 2–17–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 93–CE–03–AD]

Airworthiness Directives; Fairchild Aircraft SA26, SA226, and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This document withdraws a notice of proposed rulemaking (NPRM) that would have revised AD 93–19–06, which requires repetitively inspecting acrylic cabin and cockpit windows for cracks on Fairchild Aircraft SA26, SA226, and SA227 series airplanes, and, if cracks are found that exceed certain limits, replacing that window. The revision document was proposed to more fully define the crack limits and establish clearer repetitive inspection intervals under those crack limits for the affected airplanes. Several incident reports of cockpit side window failures on the affected airplanes that were in compliance with AD 93–19–06 has prompted the FAA to propose a modification to these windows in another AD action, which would supersede the current AD. The FAA is withdrawing the current NPRM and issuing another NPRM to propose this modification.

FOR FURTHER INFORMATION CONTACT: Mr. Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150; telephone (817) 222–5155; facsimile (817) 222–5959.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations to include an airworthiness directive (AD) that would apply to Fairchild Aircraft SA26, SA226, and SA227 series airplanes was published in the **Federal Register** on March 30, 1994 (59 FR 14795). The action proposed to revise AD 93–19– 06, Amendment 39–8705, to more fully define the crack limits and establish clearer repetitive inspection intervals under those crack limits for the affected airplanes. AD 93–19–06 requires repetitively inspecting acrylic cabin and cockpit windows for cracks on certain Fairchild Aircraft SA26, SA226, and SA227 series airplanes, and, if cracks are found that exceed certain limits, replacing that window. The actions are accomplished in accordance with the following service bulletins (SB), as applicable:

Fairchild SB 226–56–001, Issued: February 2, 1983; Revised: November 26, 1991.
Fairchild SB 227–56–001, Issued: February 2, 1983; Revised: November 26, 1991.
Fairchild SB 226–56–002, Issued: March 3, 1983; Revised: May 29, 1992.
Fairchild SB 227–56–002, Issued: January 5, 1984; Revised: May 29, 1992, and April 1, 1993.
Fairchild SB 226–56–003, Issued: September 13, 1984; Revised: November 2, 1989.
Fairchild SB 227–56–003, Issued: September 13, 1984; Revised: November 2, 1989.
Fairchild SB 26–56–10–038, Issued: October 8, 1984; Revised: February 7, 1991.
Fairchild SB 26–56–20–042, Issued: November 28, 1988; Revised: February 7, 1991.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

Since issuance of the NPRM, the FAA has received several incident reports of cockpit side window failures on the affected airplanes. All of the airplanes involved in the referenced incidents are in compliance with AD 93–19–06. After a review of all available information related to the incidents referenced above, the FAA is proposing a modification to these windows in another AD action that would supersede AD 93–19–06, and is withdrawing the current NPRM.

Withdrawal of this NPRM constitutes only such action, and does not preclude the agency from issuing another notice in the future or commit the agency to any course of action in the future.

Since this action only withdraws an NPRM, it is neither a proposed rule nor a final rule and therefore, is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

Air Transportation, Aircraft, Aviation Safety, Safety.

The Withdrawal

Accordingly, the notice of proposed rulemaking, Docket No. 93–CE–03–AD, published in the **Federal Register** on March 30, 1994 (59 FR 14795), is withdrawn.

Issued in Kansas City, Missouri, on February 14, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–4129 Filed 2–17–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–CE–22–AD]

Airworthiness Directives; Fairchild Aircraft SA26, SA226, and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede AD 93–19–06, which currently requires repetitively inspecting acrylic cabin and cockpit side windows for cracks on certain Fairchild Aircraft SA26, SA226, and SA227 series airplanes, and, if cracks are found that exceed certain limitations, replacing that window. The proposed action would require modifying certain cockpit side windows, and would more fully define the crack limitations and establish clearer repetitive inspection intervals for the affected airplanes. The actions specified by the proposed AD are intended to prevent acrylic cockpit or cabin side window failures, which, if not detected and corrected, could result in airframe damage and decompression injuries.

DATES: Comments must be received on or before April 28, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation

Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–CE–22–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279–0490; telephone (210) 824–9421. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150; telephone (817) 222–5155; facsimile (817) 222–5959.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. 94–CE–22–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–CE–22–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AD 93–19–06, Amendment 39–8705 (58 FR 51771, October 5, 1993), currently requires repetitively inspecting acrylic cabin and cockpit side windows for cracks on certain Fairchild Aircraft SA26, SA226, and SA227 series airplanes, and, if cracks are found that exceed certain limitations, replacing that window.

Since issuance of AD 93–19–06, the FAA has received several incident reports of cockpit side window failures on the affected airplanes in compliance with that AD.

After examining the circumstances and reviewing all available information related to the action referenced above including the referenced incident reports, the FAA has determined that (1) A modification should be incorporated on cockpit side windows that do not have inner window panes; (2) the crack limitations specified in AD 93–19–06 should coincide with the applicable service information; and (3) AD action should be taken to prevent acrylic cockpit or cabin side window failures, which, if not detected and corrected, could result in airframe damage and decompression injuries.

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild Aircraft SA26, SA226, and SA227 series airplanes of the same type design, the proposed AD would supersede AD 93–19–06 with a new AD that would maintain the repetitive inspection requirements of AD 93–19–06, and add the modification referenced above. The proposed modification would be accomplished in accordance with the following service bulletins (SB), as applicable:

Fairchild SB 26–56–10–045, which incorporates the following table of effective pages:

Page Nos.	Date
3, 4, 5, and 9	Revised: December 1, 1994.
1, 2, 6, 7, 8, and 10 through 14.	Issued: August 11, 1994.

Fairchild SB 226–56–005, which incorporates the following table of effective pages:

Page Nos.	Date
3 through 7, and 9 ...	Revised: December 1, 1994.
1, 2, and 8	Revised: August 11, 1994.
10 through 16	Issued: July 31, 1991.

and Fairchild SB 227–56–005, which incorporates the following table of effective pages:

Page Nos.	Date
3 through 7, and 9 ...	Revised: December 1, 1994.
1, 2, and 8	Revised: August 11, 1994.
10 through 16	Issued: July 31, 1991.

The proposed repetitive inspections would be accomplished in accordance with the following SB's, as applicable:

Fairchild SB 226–56–001, Issued: February 2, 1983; Revised: November 26, 1991.
Fairchild SB 227–56–001, Issued: February 2, 1983; Revised: November 26, 1991.
Fairchild SB 226–56–002, Issued: March 3, 1983; Revised: May 29, 1992.
Fairchild SB 227–56–002, Issued: January 5, 1984; Revised: May 29, 1992, and April 1, 1993.
Fairchild SB 226–56–003, Issued: September 13, 1984; Revised: November 2, 1989.
Fairchild SB 227–56–003, Issued: September 13, 1984; Revised: November 2, 1989.
Fairchild SB 26–56–10–038, Issued: October 8, 1984; Revised: February 7, 1991.
Fairchild SB 26–56–20–042, Issued: November 28, 1988; Revised: February 7, 1991.

The compliance time for the proposed AD is presented in both hours time-in-service (TIS) and calendar time. The referenced acrylic cabin and cockpit side windows are affected by those conditions present while the airplane is in flight and while the airplane is on the ground. In addition, the utilization rates of the affected airplanes vary among operators. For example, operators in unscheduled service utilize their airplanes an average of approximately 200 to 300 hours TIS annually, while those in commuter service (scheduled) utilize their airplanes an average of approximately 2,000 hours TIS annually. Based on this wide utilization rate variance and the fact that these windows are affected when the airplane is in flight and on the ground, the FAA has determined that the compliance time for the proposed rule should be in hours TIS and calendar time.

The FAA estimates that 633 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 14 workhours per airplane to accomplish the proposed modification, and that the average labor rate is approximately $60 an hour. Parts cost approximately $5,000 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $3,696,720. AD 93–19–06 currently requires the same inspections as the proposed AD for all of the affected airplanes. Therefore, the cost impact of the

proposed inspections (3 workhours×$60×633 airplanes=$113,940) for operators of all affected airplanes is the same as AD 93–19–06. The figure does not take into account the cost of repetitive inspections, and is based on the assumption that no owner/operator has incorporated the proposed modification. The FAA has no way of determining how many repetitive inspections each owner/operator may incur.

In addition, Fairchild Aircraft has informed the FAA that approximately 250 of the 633 affected airplanes are equipped with cockpit side windows with inner window panes, and therefore do not need the proposed modification. With this in mind, the proposed cost impact upon U.S. operators would be reduced about 40-percent from $3,696,720 to $2,218,032.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) Is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing AD 93–19- 06, Amendment 39–8705 (58 FR 51771, October 5, 1993), and by adding a new airworthiness directive to read as follows:

Fairchild Aircraft: Docket No. 94–CE–22–AD. Supersedes AD 93–19–06, Amendment 39–8705.

Applicability: Models SA26–T, SA26–AT, SA226–T, SA226- T(B), SA226–AT, SA226–TC, SA227–AT, SA227–AC, SA227–BC, and SA227–TT airplanes (all serial numbers for all models), certificated in any category.

Note 1: The applicability of this AD takes precedence over that specified in the service information.

Compliance: Required as indicated in the body of the AD, unless already accomplished.

To prevent acrylic cockpit or cabin side window failures, which, if not detected and corrected, could result in airframe damage and decompression injuries, accomplish the following:

Note 2: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.
Level 2: (1), (2), (3), etc.
Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

(a) Within the next 200 hours time-in-service (TIS) after the effective date of this AD or six calendar months after the effective date of this AD, whichever occurs first, modify all single pane cockpit side windows to dual panes (two acrylic cockpit side windows) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of the following service bulletins (SB), as applicable:

Fairchild SB 26–56–10–045, which incorporates the following table of effective pages:

Page Nos.	Date
3, 4, 5, and 9	Revised: December 1, 1994.
1, 2, 6, 7, 8, and 10 through 14.	Issued: August 11, 1994.

Fairchild SB 226–56–005, which incorporates the following table of effective pages:

Page Nos.	Date
3 through 7, and 9 ...	Revised: December 1, 1994.
1, 2, and 8	Revised: August 11, 1994.
10 through 16	Issued: July 31, 1991.

and Fairchild SB 227–56–005, which incorporates the following table of effective pages:

Page Nos.	Date
3 through 7, and 9 ...	Revised: December 1, 1994.
1, 2, and 8	Revised: August 11, 1994.
10 through 16	Issued: July 31, 1991.

Note 3: The above modification only applies to airplanes without existing inner window panes. The installation requires replacing the existing left and right hand outer window panes, except those panes with part number 26–21383–009/-010 that are installed and are in serviceable condition.

(b) Within the next 50 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished within the last 1,000 hours TIS or 12 calendar months (compliance with AD 89–06–02 or AD 93–19–06), visually inspect all acrylic cabin and cockpit side windows for cracks in accordance with the following SB's, as applicable:

(1) For acrylic cabin side windows:

Model	Service bulletin
SA26–T	26–56–20–042, Issued: November 28, 1988, Revised: February 7, 1991.
SA26–AT	26–56–20–042, Issued: November 28, 1988, Revised: February 7, 1991.
SA226–T	226–56–001, Issued: February 2, 1983, Revised: November 26, 1991.
SA226–T(B)	226–56–001, Issued: February 2, 1983, Revised: November 26, 1991.
SA226–AT	226–56–002, Issued: March 3, 1983, Revised: May 29, 1992.
SA226–TC	226–56–002, Issued: March 3, 1983, Revised: May 29, 1992.
SA227–AT	227–56–002, Issued: January 5, 1984, Revised: May 29, 1992, and April 1, 1993.
SA227–AC	227–56–002, Issued January 5, 1984, Revised: May 29, 1992, and April 1, 1993.
SA227–BC	227–56–002, Issued January 5, 1984, Revised: May 29, 1992, and April 1, 1993.
SA227–TT	227–56–001, Issued February 2, 1983, Revised: November 26, 1991.

(2) For acrylic cockpit side windows:

Model	Service bulletin
SA26–T	26–56–10–038, Issued: October 8, 1984, Revised: February 7, 1991.
SA26–AT	26–56–10–038, Issued: October 8, 1984, Revised: February 7, 1991.
SA226–T	226–56–003, Issued: September 13, 1984, Revised: November 2, 1989.

Model	Service bulletin
SA226–T(B)	226–56–003, Issued: September 13, 1984, Revised: November 2, 1989.
SA226–AT	226–56–003, Issued: September 13, 1984, Revised: November 2, 1989.
SA226–TC	226–56–003, Issued: September 13, 1984, Revised: November 2, 1989.
SA227–AT	227–56–003, Issued: September 13, 1984, Revised: November 2, 1989.
SA227–AC	227–56–003, Issued: September 13, 1984, Revised: November 2, 1989.
SA227–BC	227–56–003, Issued: September 13, 1984, Revised: November 2, 1989.
SA227–TT	227–56–003, Issued: September 13, 1984, Revised November 2, 1989.

(c) If cracks are found that meet or exceed 4.3 inches in combined length, prior to further flight, replace the window with a new or serviceable window, and reinspect thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first.

(d) If cracks are found that are less than 4.3 inches in combined length but that meet or exceed .30 inches as specified in the Crack Limitations section of the service information referenced in paragraphs (b)(1) and (b)(2) of this AD, prior to further flight, accomplish one of the following:

(1) Replace the window with a new or serviceable window and reinspect thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first; or

(2) Fabricate a placard with the following words in letters at least 0.10-inch in height and install this placard within the pilot's clear view close to the pressurization controls: ''AIRPLANE MUST BE OPERATED UNPRESSURIZED'', and accomplish both of the following:

(i) Insert a copy of this AD into the Limitations Section of the FAA-approved Airplane Flight Manual (AFM); and

(ii) Within the next 25 hours TIS or 30 calendar days, whichever occurs first, reinspect the cracked window for crack progression in accordance with the inspections specified in paragraphs (b)(1) and (b)(2) of this AD, as applicable, and accomplish either paragraph (c), (d) or (e) of this AD, as applicable.

(e) If cracks are found that are less than .30 inches as specified in the Crack Limitations section of the applicable service information referenced in paragraphs (b)(1) and (b)(2) of this AD, within the next 25 hours TIS or 30 calendar days, whichever occurs first, reinspect the cracked window for crack progression in accordance with the applicable service information specified in paragraphs (b)(1) and (b)(2) of this AD, and accomplish either paragraph (c), (d), or (e) of this AD, as applicable.

Note 4: The repetitive inspections required by this AD are also referenced in the FAA-approved Fairchild Airframe Airworthiness Limitations Manual, ST–UN–M001.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(g) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(h) All persons affected by this directive may obtain copies of the document referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279–0490; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(i) This amendment supersedes AD 93–19–06, Amendment 39–8705.

Issued in Kansas City, Missouri, on February 14, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–4132 Filed 2–17–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 71

[Airspace Docket No. 95–ANM–5]

Proposed Amendment to Class E Airspace; Sheridan, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would amend the Sheridan, Wyoming, Class E airspace. This proposal would amend the Sheridan, Wyoming, Class E airspace from full-time back to part-time. This amendment would bring publications up-to-date giving continuous information to the aviation public.

DATES: Comments must be received on or before March 20, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, System Management Branch, ANM–530, Federal Aviation Administration, Docket No. 95–ANM–5, 1601 Lind Avenue SW., Renton, Washington 98055–4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT: James Riley, System Management Branch, ANM–530, Federal Aviation Administration, Docket No. 95–ANM–5, l601 Lind Avenue SW., Renton, Washington 98055–4056; telephone number: (206) 227–2537.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: ''Comments to Airspace Docket No. 95–ANM–5.'' The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination at the address listed above both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, System Management Branch, ANM–530, 1601 Lind Avenue SW., Renton, Washington